

Nonpoint Inventory Course Questions and Answers

- 1. By federal waters do you include navigable waters of the U.S. (e.g., Missouri River)?**
The definition is different for different states, but it is usually beyond the 3 mile marker from the state boundaries.
- 2. For nonpoint sources of fugitive dust with lead as a part of the soil, should we or should we not itemize lead emissions? With the current lead NAAQS; it's possible to exceed the standard with only fugitive emissions.**
- 3. How does EPA avoid double counting when it estimates non-point emissions for a state in the NEI emissions?**
- 4. So, activity data is no longer required? That is, the calculation parameter value, UOM, material, etc. In other words, if the activity data is missing, a critical error will NOT be thrown?** That is correct, but it doesn't mean that we wouldn't love to have the data if it is available.
- 5. Will the 2011 EIS xml schema and MS Access Staging Tables for Point, Nonpoint, Onroad, Nonroad be exactly the same as for 2008?** There are no changes to the schema or staging tables. There are changes to QA checks and some reporting codes which will be available on the 2011 NEI webpage which should be available prior to June 1st.
- 6. How do state submitters find more information on railway and port shape identifiers (like GIS information, Lat Long, etc)? Do the railway data correspond to Federal Railway Administration (FRA) GIS information (i.e. <http://fragis.frasafety.net/GISFRASafety/default.aspx>)? Are special computer programs needed to view shapefile data or is there a text file database version that can be used without special computer programs?**

GIS shape files for rail and CMV shape IDs are posted at http://www.epa.gov/ttn/chief/net/nei08_alm_popup.html. You can use GIS software to view a map of these files.

The rail shapes do correspond to Federal Rail Administration link level data.

However, you need to use GIS software to populate the shape IDs with emissions. If you have the activity information to do so, you can calculate emissions at the shape ID level, e.g., by rail link. If you do not have link-level detail, you can allocate the county-level emissions to link based on a surrogate, like EPA's 2008 emission estimates, or link length (which is given with the shape IDs in the code tables)

- 7. What year's data will the QA environment currently accept? 2008? or only 2011? or something else?**
Currently through 2008. The 2011 QA Environment will be available by 6/1/2012.

8. **Suggestion - divide the sessions into "How to Enter data into EIS" from "How to Get Data OUT of EIS". The second session should include some basic training of what goes into the emissions, like Ag emissions, but not how to input the data.**
Thank you for the suggestion.
9. **We will have 3 people submitting various nonpoint SCCs. How can we quickly tell which feedback report corresponds to my file and not someone else's?** The summary page of the feedback report lists the email of the person who submitted the file.
10. **So I need to open multiple feedback reports until I see the one with my email? And I'm assuming I'll also have to look for the name/ content (surface coating, residential wood combust, etc.) since I will have sent different categories?** The feedback report will go directly to the submitter unless you have designated other recipients in the web client under notifications.
11. **Where can we download data in the xml format?** Snapshot reports will give you the file in the CERs format.
12. **Are there any aids to equate NP with point for PT subtractions (based on through-put, etc.)? Matching SCC's...** There are several examples of NP/Point subtraction in the presentation.
13. **Can you please provide further explanation responding overwriting data. It was my understanding that if you resubmitted data, it would be added to previously submitted data. For example, if I already submitted all of my data and needed to modify a particular SCC, if I resubmitted the modified data pertaining to that SCC, it would be added to the data I previously submitted and does not overwrite the previously submitted data. Thanks.**
It is important that when resubmit emissions that you submit all of the emissions and not just add a pollutant. The second submission will overwrite the first for that FIPS/SCC combination.
14. **So for commercial marine vessels, if EPA does NOT have a shape file, we can submit in nonpoint without a shapefile. For locomotives and shape IDs, I looked up the shape files for Idaho. How much do I match these up with emissions? We have been calculating miles and then gallons of fuel and calculating emissions based on gallons of fuel..** For CMV and rail SCCs, you can submit county-level emissions only when shape files for those SCCs do not exist for the county. If you do not know what shapes to use (for example because you did not have ton/mile per rail link activity data), you can use either EPA's estimates (for example 2008) or the shape file area (given in the EIS code tables) as a surrogate to apportion your emissions by ratio. For example, if there are 3 shape IDs in a county and EPA's estimates give 1/3 of the county total to each, you would put equal portions of your county estimate in each shape.
15. **What's the best way to get SCC codes?** The best way is directly off of the Gateway under Reporting Codes. Each table may be downloaded by using the "Download: CSV" link on the bottom of the page.
16. **How do you allocate for counties the amount of fuel usage after point source usage is subtracted from the total usage? I'm especially interested for coal because coal usage is only common in certain parts of the state?** Emissions are allocated to the county level using department of census data for industrial employment, using NAICS codes 31-33.